

Bethesda CBD Streetscape -- No. 500102

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Bethesda-Chevy Chase
None

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

May 17, 2004
7-36(04 App)
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,009	5	195	200	0	0	120	80	0	0	609
Land											
Site Improvements and Utilities	1,175	0	0	1,175	0	0	380	795	0	0	0
Construction	7,110	0	0	1,632	0	0	0	1,632	0	0	5,478
Other											
Total	9,294	5	195	3,007	0	0	500	2,507	0	0	6,087

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,294	5	195	3,007	0	0	500	2,507	0	0	6,087
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive, 3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD and 750 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill in the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs and the installation of conduit for the future undergrounding of existing overhead utility lines. The removal of the overhead utility lines and their placement in the underground conduits is not included.

Service Area

Bethesda CBD.

JUSTIFICATION

Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II.

Plans and Studies

Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992. A review of impacts to pedestrians, bicyclists and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and address this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

Specific Data

All improvements will be coordinated with the Maryland State Highway Administration (MSHA), as appropriate, and integrated with private sector improvements to ensure their completion in a timely, cohesive and cost effective manner.

Cost Change

Due to new estimates based on preliminary engineering study.

STATUS

Preliminary design stage.

OTHER

This work will be completed in two stages. Stage 1, to be completed in FY08, would provide brick pavers, street trees, benches, and trash receptacles in all segments, and install the underground conduit for the Woodmont Avenue and East-West Highway segments. Stage 2, to be completed at a later time, would complete the streetscaping work in these three segments. The scope of these improvements may be revisited in the FY07-12 CIP based on the Council's decisions in the Woodmont Triangle Area Amendment to the Bethesda CBD Sector Plan.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		3,575
First Cost Estimate		
Current Scope	FY05	9,294
Last FY's Cost Estimate		3,575
Present Cost Estimate		9,294
Appropriation Request	FY05	0
Appropriation Request Est.	FY06	0
Supplemental		
Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		200
Expenditures/		
Encumbrances		73
Unencumbered Balance		127
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Montgomery County Public Schools
Department of Permitting Services
Maryland State Highway Administration

MAP

See Map on Next Page

